



US Army Corps  
of Engineers®  
Vicksburg District

# THE Water's Spring 2008 Edge



## THE MIGHTY DREDGE JADWIN 75 YEARS OF PROUD SERVICE

**Yazoo Diversion Canal**

**MVD Changes Command**

# THE Water's Edge

Spring 2008

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### US Army Corps of Engineers®

News magazine of the  
Vicksburg District  
U. S. Army Corps of Engineers

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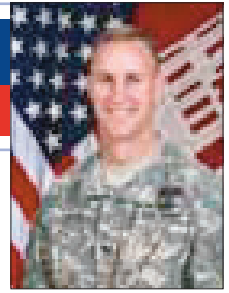


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## District Engineer's Corner

with Col. Michael C. Wehr



# To Teammates of the Vicksburg District...

Thank you for your service to the District and the investment in your legacy. Your efforts today are building the future for others within the Vicksburg District. As an example, consider the proud 75 years of service by the Mighty Dredge JADWIN.

The dredge and her crew have guaranteed that billions of tons of materials, supplies and commodities would make it to market here and around the world for decades. That has been no small accomplishment. It is a perfect example of our District's mission and how we implement our operations plans, and how those plans and actions have a direct impact on the nation.

Each crew member of the Dredge JADWIN has a job. It may not be operating the actual Dredge, nor working as neither pilot nor Master. The job may be as a cook, or a deckhand, or a logistician making sure food and supplies are on board for every voyage. It might be a mechanic or an Information Management specialist who just comes on board for a short time to make sure the computers are operating, or the nurse who checks the health and well-being of the crew. If you break down

how the Dredge works, you see a microcosm of the District itself.

You don't just drive the boat out and drop the dust pan, you have to plan ahead; you have to know where you need to dredge. We don't dredge as much as we used to because we have built dikes and revetments and other improvements to help the river sustain itself, and that took planning and action.

The history of the Dredge JADWIN is very similar to our current journey of going from Good to Great, and I wanted to recognize how impressive this really is, given the amount of change we are working through within the PEOPLE, MISSION, and PROCESS of our OPLAN 08.

The District's work plan begins with our Operation Plan (OPLAN). That Plan is the global view of our overall mission, based on guidance from MVD and USACE. The OPLAN filters down to the individual offices which then assign their staff with the appropriate jobs and tasks. Inevitably, it works its way into individual performance plans and objectives, especially under NSPS.



Col. Wehr presents a U.S. flag to Master Sgt. Bartlett.

## Sperry Bartlett receives U.S. flag

In honor of his military service, Master Sgt. (Ret.) Sperry Bartlett receives a U.S. flag from Col. Michael C. Wehr. Bartlett served as a navy 'Sea Bee' in the Aleutian Islands in Alaska during World War II, and later served with the 412th Engineer Command in the Korean Conflict. He later worked at Waterways Experiment Station.

His family arranged for the flag to be flown over the U.S. Capitol in honor of his service.

# HOW TO VOLUNTEER FOR USACE DEPLOYMENTS?

## Deployment Procedures

If you've ever considered deploying in support of civil emergencies or GWOT here's how to begin the process.

### **STEP 1: Complete Pre-Deployment Processing**

1. **Log into ENLink:** <https://englink.usace.army.mil>  
 User ID: B4xxxxxxx  
 Password: Oracle Password
2. **Personal Data Sheet:** Complete your Personal Data Sheet (PDS)  
 [See instructions on the EM Homepage <https://inet.mvk.usace.army.mil/offices/em/docs/pds.doc>]  
 -Create Phone/Commo contact information  
 \*Note: Supervisors, Timekeepers, and Travel Clerks should complete the 'Phone/Commo' section of their Personal Data Sheet. This information is required because it is displayed on the deploying person's PDS.
3. **Immunizations:** Get the Hepatitis A and Tetanus shots from Nurse's office. Then update your immunization info on your PDS in ENLink
4. **Medical Screening:** Click on 'Medical Screening' at the top of your PDS and follow instructions. There is no physical exam required for civil disaster deployments.
5. **Personal Protective Equipment:** Get hardhat, safety boots, safety glasses, from your office
6. **Government Travel Card:** Have a government credit card in good standing

### **STEP 2: Request a Tasker**

1. **Supervisor Approval:** MUST have your supervisor's approval. Have supervisor email their approval to the EOC. This will 'OFFICIALLY' start the process.
2. **Civil Disasters:** Volunteers should contact the EOC and follow instructions provided during the event
3. **Global War on Terrorism (GWOT):**
  - **BEST WAY!!** Contact the District Deployment Program Coordinator, Cindy Constancio, in the EOC, and provide details so a tasker can be requested.
  - **SECOND BEST WAY!!** If you know someone currently deployed and want to work at or near their location, coordinate with them directly to get you a tasker and **contact the District Deployment Program Coordinator, Cindy Constancio, in the EOC** to begin the deployment process.
  - **ANOTHER WAY.** Apply on-line and **contact the District Deployment Program Coordinator, Cindy Constancio, in the EOC.** Civilian Personnel website <http://acpol.army.mil/employment/> or USAJOBS website <http://www.usajobs.gov/>

For more GWOT info: <http://www.tac.usace.army.mil/deploymentcenter/index.asp>

### **STEP 3: Deploy Do GREAT things and Safely Return Home**



# Dredge JADWIN 75 years of proud service

Photos courtesy of history files, and Alfred Dulaney



Photo shows 1986 photo of Dredge JADWIN after its change from diesel to steam electric

**T**he Dredge JADWIN turns 75 years old this year; and thanks to the determined efforts of her proud crew, chief engineer and new captain, she has never looked better.

One of the last two steam powered dredges built by the Mississippi River Commission, the Dredge JADWIN and her sister, Dredge BURGESS, were designed by the Memphis District specifically for dredging on the Mississippi River. Of the two, only the JADWIN remains with the Corps. She was converted from steam to diesel electric in 1985 while the Burgess was retired in the late 1980s.

In honor of the JADWIN's 75 years of maintaining the Mississippi River's navigation channels, the Vicksburg District is planning a ceremony on board the vessel at the end of April. "Right now, the plans for the celebration are in the works. We do not have a specific agenda, as yet," said Patrick Chambers, chief of the navigation section, in the District's river operations branch. The captain and crew want to get a legislative resolution honoring the occasion.

Since the end of the 2007 dredging season, which ran from May until November, the crew has been busy preparing the

JADWIN by chipping and painting from bow to stern. They have also worked to complete remodeling projects to include the pilot house, the galley and part of the crew quarters.

"We have a great crew that has enormous pride in this vessel," said the JADWIN's captain, Randy Stockton. "All the remodeling and painting that has ever been done on here has been done by the boat's crew. We are getting her spruced up and she is going to be looking really good for her 75th anniversary party," he said. Stockton, who has worked every job on the JADWIN, including first mate, became captain of the Dredge JADWIN in Oct. 2007, after the retirement of 10-year veteran captain Samuel Lewis.

The JADWIN was built at the Marietta Manufacturing Co., in Point Pleasant, West Virginia, on the Ohio River. She was launched on Oct. 30, 1933, and was transferred from the Memphis District to the Vicksburg District in the early 1950s.

At 244-feet long, with a beam of 54-feet and displacing 1,666 tons, the JADWIN was named for Lt. Gen. Edgar Jadwin, chief of engineers at the time of the disastrous 1927 flood. He later developed the plan for controlling the Mississippi

River, and that plan is basically still used today. The plan was formalized in the 1928 Flood Control Act and later became known as the Mississippi River and Tributaries project. An important part of this plan included improvement in the channel by dredging.

"The old timers said that if you put this dredge in premium dredging, which would be 80 percent soil, and put the pipeline in the middle of a football field, it would pump that football field 60-feet deep in 24 hours," Stockton said. That's a capacity of approximately 4,000 cubic yards per hour, he said.

"The importance of dredging is to maintain a navigable channel for commercial navigation to go unimpeded on the nation's waterways," Chambers said. "Specifically, the Dredge JADWIN is capable of dredging shallow-draft channels, like here in the Vicksburg District, and also dredging in shipping channels, like in the New Orleans District below the Baton Rouge Bridge."

The JADWIN's actual Oct. 30 launch date or "birthday" is also the birthday of her chief engineer, Perry W. Huskey. He was born in 1956, and has served onboard the JADWIN for more than 28 years. "I

love what I do and so does this crew. And in the end it all just comes down to how well the crew takes care of her,” Huskey said.

This attention to proper maintenance by the crew has kept the JADWIN in outstanding shape. “This dredge is definitely not new, but the crew has a lot of pride in running her. If you went to build a new one at today’s prices it would cost you about \$80 million. Her hull is just as solid as it ever was, and the power plants are as good now as they ever were. We recently added new wheels, rudders and a new stern. We are remodeling the galley and repainting the entire vessel. We also put new bulwarks on the first deck so we can go out farther toward the Gulf and get more work in the Mississippi River shipping channels. The bulwarks will keep the crew a lot safer,” Huskey said.

Dustpan dredges are unique to the Mississippi. The dredge has a suction head that is about as wide as the hull of the dredge. This suction head is lowered into the shifting river, and silt and sand that fill the channel, and high velocity water jets loosen the material forming slurry. The slurry is pumped through a floating pipeline depositing it outside the channel near the riverbank.

Huskey said that a new dredge pipeline is in the works and that the District recently purchased a new anchor barge and a new tender boat. The JADWIN uses two 6,000 pounds crossed anchors that are placed up river so that the dredge can pull against the anchors and work their way up river.

“We are a working dredge; we normally cover about 500 river miles from Memphis, Tenn., down to the Gulf. There is nothing really flamboyant about it. We dredge wherever we’re told we’re needed. Not a lot out of the ordinary happens,” Stockton said.

Both Stockton and Huskey agreed that the most out of the ordinary event to happen in their 28 years on board was Hurricane Katrina. “We were at Greenville when the hurricane hit, and we received the call to go south. We loaded up with groceries and headed to the Southwest Pass. We were one of the first vessels to pass under the New Orleans Bridge after the storm,” Huskey said.

The JADWIN’s emergency mission was to dredge Baptiste Collette Bayou

so that river traffic that usually went through the Intercoastal Canal through New Orleans could use Baptiste Collette Bayou to get through to the Biloxi, Miss., area. Once this was completed, the JADWIN tied up in Venice, La., for 40 days serving as a floating Corps disaster relief office, complete with galley and bunks.

Low water dredging can also be a harrowing experience. “Back in 1988 during a low water year we had an average of 35 to 40 southbound and 25 or so northbound tows held up at Greenville, Miss., while we were dredging during the day. When you dredge in the daytime you can pass a 3 or 4 barge tow alongside you, but the nighttime can get a little hairy,” Stockton said. “So we usually dredge in the daytime and move out of the way so the vessels can pass at night.”

The JADWIN has seen a lot of changes during her 75 years. In 1966 her bow was extended to 275 feet and was modified to enable her to double her dredging depth to 60 feet. Huskey worked as a steam engineer from 1982 to 1985 and was onboard when the JADWIN was converted to diesel electric. He said they used Bunker C, a kind of thick fuel oil “almost like tar” to fuel the steam boilers. The diesel electric conversion proved to be a very good decision. The fuel consumption was lowered considerably and the maintenance down time was decreased dramatically.

“Everything on here was run by steam at one time. We had two boilers out there making the steam. We had a steam turbine that was 2100 hp, and we operated an 84-inch pump, 38-inch suction and a 32-inch discharge,” Huskey said.

During the steam days the pilot had to be strong to handle the manual steering.

The rudder was hooked to the bridge by metal steering rods that ran down the side of the vessel. Now, the JADWIN has electronic steering and the pilot can steer the boat with one finger.

Huskey can remember it like it was yesterday. “The captain would be upstairs at the helm and he would ring it up like you saw on the Titanic. As soon as I answered it I would ring him back. Every time he moved you would have to move and stand right there to answer every bell,” Huskey said. Now the captain controls the throttle from the bridge.

Stockton said the number of crew required to operate the JADWIN has decreased from about 70 during the steam days to 46 crew members today. “We are all one big family. We are out here 24 hours a day during the dredging season and the rest of the year we work eight hours a day together. Everybody on here feels the same way,” Stockton said.

“Just after Katrina, my wife, now deceased, was in a car wreck and she was in the hospital for eight months. This crew and others at the Vicksburg District donated leave so that I could stay with my wife and family. It’s sure good to work for folks like that, for people who really care about you. The support this crew gave me during all this was really something. I’m truly honored to be their captain,” Stockton said.

Both Stockton and Huskey have no doubts that the Dredge JADWIN will still be working on the Mississippi River when she turns 100. “We probably won’t make the 100th birthday, but I am sure the boat will make a 100. Right now we are remodeling her for at least another 30 or more years,” Stockton said.



**Dredge JADWIN of 2004**

# Brigadier General Michael J. Walsh assumes command of MVD

**Commander, Mississippi Valley Division**

**President-designee, Mississippi River Commission**

**L**t. Gen. Robert L. Van Antwerp, Chief of Corps of Engineers, passed command of the Mississippi Valley Division to Brig. Gen. Michael J. Walsh on February 20. Gen. Walsh also serves as President-designee of the Mississippi River Commission. General Walsh came to MVD from Baghdad, Iraq, where he was the Commander for the Corps' Gulf Region Division.

Outgoing Commander, Brig. Gen. Robert Crear, stated in his remarks at the ceremony, "We have achieved much during a period that has been demanding, Hurricane Katrina....demanding. I will never forget the men and women of the Corps who made me so proud".

My three and a half years at MVD have been some of the busiest and toughest of times. But we have never shied away from our duty. We have met our responsibilities with enthusiasm and professionalism. I could not have asked for more," Gen. Crear stated.

As MVD Commander, Gen. Walsh is



**Lt. Gen. Van Antwerp passes Command to Brig. Gen. Walsh.**



**Gen. Crear congratulates Gen. Walsh on his new command post**

responsible for a \$7.5 billion civil works program. In addition, he plays a vital role in managing the Corps water resources program in the Mississippi River Valley. The boundaries of the Mississippi Valley Division extend from Canada to the Gulf of Mexico, including portions of 12 states, and encompass 370,000 square miles. The programs and activities overseen by the MVD and MRC are conducted by six district offices located in St. Paul, Minn., Rock Island, Ill., St. Louis, Mo., Memphis, Tenn., Vicksburg, Miss., and New Orleans, La. He also serves as Commander of Task Force Hope. TF Hope is the designation given to the Corps' effort in support of the Federal Emergency Management Agency's national response plan to Hurricane Katrina. Engaging more than 3,800 personnel at its peak, TF Hope was among the largest disaster recovery operations in the history of the Corps.

Previous assignments include: Commander of the Corps' South Atlantic Division, Atlanta, Ga., from June 2004 to September 2006, Chief of Staff at Corps headquarters, Washington, D.C., from May 2003 to June 2004, Executive Director of Civil Works at Corps headquarters, Washington, D.C., from August 2001 to May 2003, District Commander of the Corps' Sacramento District, Sacramento, Calif., from 1998 to 2001, and District Commander of the Corps' San Francisco District, San Francisco, Calif., from 1994 to 1996.

Brig. Gen. Walsh has held a wide

variety of Army command and staff assignments, to include: project management officer for Engineer Branch, Supreme Headquarters, Allied Powers, Europe (SHAPE); Environmental Task Force Leader, Fort Stewart, Ga.; Executive Officer, 92nd Engineer Battalion, Fort Stewart, Ga., and Saudi Arabia; Project Engineer and Assistant Area Engineer, Baltimore District; Construction Officer, 18th Engineer Brigade, Darmstadt, Germany; and Commander, Company B, 94th Engineer Battalion, Darmstadt, Germany.

"To be assigned as the Commander of the Mississippi Valley Division is to receive one of the top jobs in the Corps of Engineers. This Division has always been the powerhouse of the Corps' civil works mission. It has always had the strength of purpose to build a better future for others, preserve our natural resources, and leave a tight string line of good work behind," Gen. Walsh stated in his remarks at the ceremony.

Brig. Gen. Walsh graduated from Polytechnic Institute of New York in 1977 with a bachelor's degree in civil engineering. He also earned a master's degree in construction management from the University of Florida. His military education includes the Engineer Officers Basic and Advanced Courses, U.S. Army Command and General Staff College, and the U.S. Army War College. He was born in Brooklyn, NY, and is married with two children.



# Diversion Canal widening nears completion



**Contractor grades the bank opposite the Vicksburg Waterfront.**

BY TIM SHOWS

**T**he Yazoo Diversion Canal widening project provides a comprehensive solution to navigation congestion, promoting safer passage of barge traffic through Vicksburg. The existing canal provides navigation access to waterborne industries located along the Vicksburg waterfront and to the Port of Vicksburg. Yazoo River inbound and outbound traffic also traverses the canal.

This project is authorized by the Corps' Continuing Authorities Program, Section 107. The scope of this project consists of widening of the navigation channel in the canal from its confluence with the Mississippi River into the Vicksburg Harbor for a distance of approximately three miles.

The process primarily requires excavations along the right descend-

ing bank, along with deepening of the channel where necessary to establish the new navigation width. Prior to contract award, material to be excavated was tested and found to be clean, non-polluted, and suitable for open water disposal. The excavated material was therefore approved for disposal into the open waters of the Mississippi River. The recommended plan also includes the enhancement of 68 acres of qualifying Warren County-owned land to compensate for the loss of approximately 28 acres of wooded wetlands.

On March 19, 2007, the construction contract was awarded for \$4,660,765.00 to Four H Construction Corporation of Cleveland. Notice to proceed was issued on June 18, 2007. High river stage conditions initially delayed clearing on the upper reaches of the project.

By October 2007, the contrac-

tor had completed clearing operations and start up of their dredge, the MERLIN MCCOY. The MERLIN MCCOY has a 46" cutter head with 16" pump and discharge. The contractor began dredging at the upper reach of the project in the Vicksburg Harbor.

A second dredge, the INTEGRITY, was mobilized to the site in December, by subcontractor Inland Dredging, of Dyersburg, Tenn. The INTEGRITY has a 48" cutter head with 24" pump and discharge. The INTEGRITY soon began dredging the lower half of the canal. As of the end of February, 2008, with both dredges operating, the contractor had excavated approximately 91% of the nearly one million cubic yards of material to be removed.

The construction contract is being managed by by the northern projects

*Continued on page 9*



**Yazoo Canal**—Continued from page 8

office of the Vidalia Area Office, engineering and construction division. Key construction management personnel include Tom Matthews, administrative contracting officer and authorized representative of the contracting officer; James Harper, project engineer; and Steven Evans, quality assurance representative. Jerri McGuffie of contracting division is the contracting officer. The project manager is Philip Hollis of planning, programs, and project management division.

Plans and specifications were prepared in house by the project delivery team. Design efforts were led by Tim Graham of the levee and drainage section, Gabe Harris, and Ben Caldwell.

No improvements have been made to the canal since it first opened for navigation in 1903. Prior to the current project, the canal did not have adequate widths to permit efficient movement of modern towboats and barges. The existing canal includes a 150-foot bottom-width channel with

an authorized bottom elevation of 9 feet below the low-water record or 30.2 feet, national geodetic vertical datum (NGVD). High flows in the Yazoo River, coupled with low stages on the Mississippi River, can produce strong currents in the canal contributing to safety problems. Stages in the canal fluctuate approximately 40 feet on an annual basis. Widening and straightening of the canal reduces the potential for accidents.

The narrow channel and channel alignment were cited as the major problems in the project area affecting future development and the safe movement of barges. The canal was particularly congested from the mouth upstream for approximately 7,000 feet. Tows greater than two barges, which have become the norm, had to be broken down into one and two-barge tows when entering the canal.

The break-down operations cause dangerous navigation, a condition due to congestion and excess maneuvering of tows, and result in signifi-

cant loss of time and fuel. Upon completion, the widening project will provide a 200 to 250-foot-wide navigation channel and allow four-barge tows to safely traverse the canal during all river conditions. Continued growth of waterborne commerce will be facilitated and navigation safety greatly enhanced.

The Project Cooperation Agreement was executed July 6, 2005. The project is strongly supported by its non-Federal sponsors, which are the city of Vicksburg, Warren County, and the Warren County Port Commission. Improvements to the canal will contribute to the economic growth of Vicksburg, Warren County, and surrounding counties by providing lower cost barge transportation, and facilitating continued growth in associated industries. Total transportation savings benefits for the recommended plan are estimated at \$965,000 annually.



**The 48" cutterhead is visible as dredge prepares to begin next cut near Vicksburg Waterfront.**

# The Mighty JADWIN...

Photos courtesy of Corps' history files and Alfred Dulaney



**Pictured above, left to right, are first captain of DREDGE JADWIN, William H. Bogue, and first chief engineer, Robert Proctor. (1934)**



**Above: JADWIN heading to the Memphis dock—(1934)**



**JADWIN—(1934)**



**JADWIN dredging in shallow water— (1940s)**



**Shallow water dredging —(1955)**



# 75 years of Proud Service.



**Baton Rouge city front— (1992)**



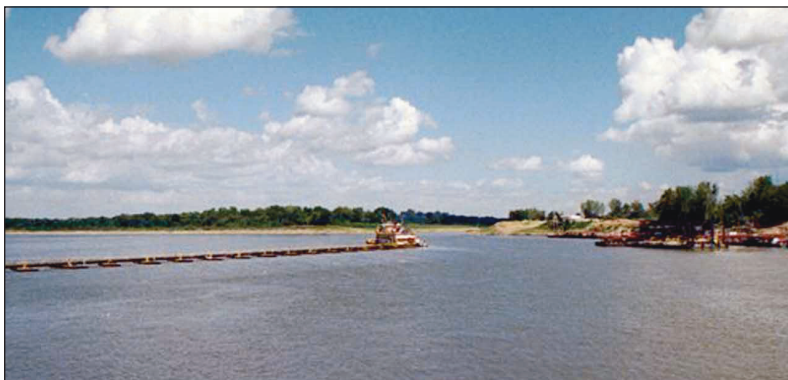
**JADWIN—(2003)**



**Dredging at  
Baton Rouge  
city front—  
(2003)**



**JADWIN—(2004)**



**JADWIN—(2004)**



**JADWIN prepared to dredge for substation at Venice, La., during  
aftermath of Hurricane Katrina.—(2005)**



## ARKANSAS

# Open for Business

## Arkansas campgrounds enter spring and summer seasons as partnerships grow

Campgrounds at lakes Ouachita, DeGray and Greeson reopened in March after a partial winter season closure. The Vicksburg District was forced to match service to funding.

In November, the District announced that all but a handful of the campgrounds would be closed during the winter season. Traditionally this is the slowest part of the year, and service is maximized during the busy summer months. Recognizing the impact of recreation to the local economy, the District immediately began working closely with local stakeholders and con-

gressional delegations to find a solution to the problem.

## Each District is dealing with the problem in slightly different ways

After two in-depth day-long meetings with stakeholders, the District presented an interim solution that was acceptable to both stakeholders and managers. Campgrounds were re-opened on March 1 with

reduced service. Approximately 30 percent of the campsites at each campground will be open during the spring and fall seasons, with all campgrounds being open during the summer.

The new test program will be evaluated in the coming months to see if it works for the most important stakeholders: campers themselves. Cutbacks included reducing the frequency of garbage collection and lawn care.

Stakeholders committed to supporting volunteer programs to help alleviate some of the costs associated with operating the campgrounds. The District's real estate division is currently considering offering long term leases to some concessions to further alleviate costs.

Several other Districts are also facing the same issue. Each District is dealing with the problem in slightly different ways, but a partial opening with reduced services is gaining traction as the most effective solution.

# Lake Ouachita hosts eagle survey

COURTESY OF RANGER UPDATE  
DEGRAY LAKE

Photos courtesy of Rick Dwyer

**N**atural Resource staff and rangers at Lake Ouachita conducted their annual American Bald Eagle Survey on January 15-17. Each year a number of adult and juvenile eagles migrate to the open waters of Lake Ouachita when the northern lakes and rivers begin to freeze over.

Eagles can be spotted on all parts of Lake Ouachita, and on the river near Blakely Dam because the turbulent water on the downstream side of the dam doesn't freeze, and makes for an abundant food source. Lake Ouachita also has a small resident population of American bald eagles. The forested areas surrounding Lake Ouachita's



**An American Bald Eagle perches atop a tree at Lake Ouachita.**

shoreline make excellent roosting habitat, with many tall pines and dead snags available for perching.

Although lakes DeGray and Greeson reported record numbers of eagles during their annual surveys, Lake Ouachita's numbers were down this year, with only 16 adult and 17 juvenile eagles reported. This is less than half the count of previous years, with the highest count being 119 eagles in 2000. Many factors may have influenced the decline of migrating birds to Lake Ouachita, including weather temperatures and wind currents. The American Bald Eagle is protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

# Arkabutla Lake's youth learn firearm safety while gaining hunting experience

MISSISSIPPI

COURTESY OF RANGER UPDATE

Photos by park rangers



**Pictured second from left is co-op student, Ambi English, with hunt participants and volunteers at Arkabutla Lake's youth waterfowl hunt.**

**F**or years now, a trend has developed resulting in our nation's youth becoming less involved with hunting and fishing opportunities. Personnel at Arkabutla Lake have acknowledged this trend, and continue to strive in declining this development. This has been accomplished through two special hunts, a youth raccoon hunt and a youth waterfowl hunt.

Beginning in 1994, the raccoon population at Arkabutla Lake was booming. Raccoon could be seen everywhere throughout the park. Due to a disease called distemper, the raccoon population was nearly erased from the friendly confines of Arkabutla Lake's Natural Area. The Arkabutla Lake Field Office, in partnership with the Northwest Mississippi Coon Hunters Association decided to try and better manage the raccoon population in hopes of preventing a disease from ever ravaging the species again.

The spirit of cooperation gave birth to the Arkabutla Lake Youth Raccoon

Hunt. This endeavor among Arkabutla Lake, NMCHA, and the Arkabutla Raccoon Hunting Association has been a truly successful program.

The animals harvested assist the Corps in sustaining a viable population within the Natural Area, a designated no-hunting area. The young hunters are taught to understand the rules of firearm safety, training of dogs, and to respect management practices established by the Corps and the Mississippi Department of Wildlife and Fisheries and Parks.

Arkabutla Lake's third annual Youth Waterfowl Hunt was conducted on February 2-3. Twelve lucky young hunters were drawn from a pool of 17 applicants. A total of 26 ducks were harvested, one of which was a coveted male pintail.

Several of the participants were first time duck hunters and are now probably spoiled waterfowl enthusiasts. This year's hunt was again coordinated and partnered with the Mississippi Depart-

ment of Wildlife Fisheries and Parks, and conservation officers for Tate and Desoto counties, who served as guides and hunting educators.

This event was a huge success, and served as a very positive public relations tool for Arkabutla Lake's park rangers and the Mississippi State conservation officers.

This hunt also afforded youth an opportunity to see that they actually have a lot in common with game warden and park rangers, such as a common love for the outdoors, and a true appreciation for our natural resources. Our youth are our future and Arkabutla is proud to assist in nurturing our future generations to come.

Arkabutla Lake personnel are appreciative for the participation of members of the Raccoon Hunters Association, and DeSoto and Tate counties' state conservation officers for their participation and assistance in these worthy programs.



# Mississippi lakes' habitat events provide fish population for now and future

BY PAMELA SAMUELS

Following the construction of the north Mississippi dams, thousands of acres of cropland and forested areas were inundated with water. At first, the submerged vegetation and wooded areas provided excellent protective cover and year-round shelter from natural predators for the fisheries of the newly-formed lakes.

However, the annual cycle of rising and falling water levels and consequent cycle of exposure of the vegetation and trees to air and water resulted in the destruction of fish habitat. This created large, barren mudflats that are visible during low water periods. According to Mississippi Project Office biologists, decomposition of the original vegetation and woody structures would have been minimal if water levels had remained constant over time. However, that was not possible since the lakes were formed as part of a flood control plan to alleviate flooding of the Mississippi delta region. Slowly, fish habitat was lost, and some anglers might argue, the fisheries of the lakes declined.

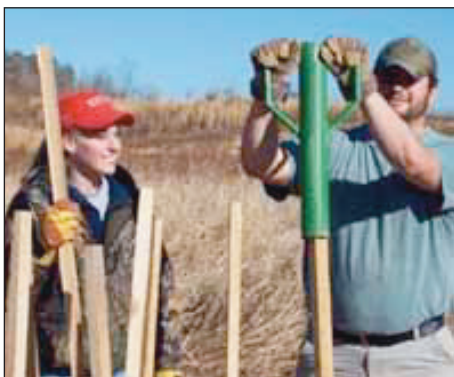
Almost twenty years ago, biologists from the Corps and the Mississippi Department of Wildlife, Fisheries and Parks (MDWFP) recognized the need to replace lost habitat. They instituted an annual program that involved the placing of cedar trees and other structures



**A volunteer attaches fish shelter trees to an old snagout in the lake bottom.**



**A volunteer transports fish shelter trees to the lake bottom from the Teckville boat ramp.**



**Tom Hoff, a wildlife biology manager at Mississippi State University, and student aide Mikki Coleman, install a stake bed at the Piney Woods Recreation Area.**

along creek beds and barren areas of the exposed lake bottoms for fish to spawn, feed, and seek shelter.

The primary purpose of the shelters was to attract small baitfish which in turn would attract larger game fish such as crappie and largemouth bass. According to studies performed by MDWFP, these manmade structures have shown enormous benefits primarily for spawning purposes, but ultimately their long-term use has enhanced the overall fishing of the lakes. The program, known by different names depending on which lake you visit, continues to thrive today, and is the most viable way to maintain the excellent fisheries for which the north Mississippi lakes are known.

Grenada, Enid and Sardis lakes held their annual fish habitat activities on separate weekends during the month of February. In total, nearly 400 volunteers arrived at the lakes ready for work. Prior to the start of the activities, the volunteers were treated to a breakfast donated by local businesses while Corps and MDWFP representatives instructed them on potential safety hazards and the proper construction and placement of fish shelters. After the work assignments and locations were given, everyone dispersed for a day of fun and fellowship.

At the end of the day, the volunteers, rangers and biologists had constructed 1,080 cedar tree shelters and 535 stake

*Continued on page 15*



## Animals, Lakes, Forests and More!

WRITTEN BY PAM SAMUELS

*There once was a ranger at a Corps lake.  
She loved the resources and wanted to make  
Visitors aware of the fun and the beauty  
They would find at her lake; she thought it her duty.*

*So, she told about the forest so deep and so green  
Where trees grow and paths lead to sparkling streams  
If visitors would stop and just take a minute,  
They would see what she sees each time she walks in it.*

*She told about the animals they would find.  
They number too many to name at one time.  
But, when walking a trail, don't be surprised to see  
Rabbits and squirrels and beavers and bees.*

*She told about the birds' chirping and singing  
Darting and dashing eagerly bringing  
Music and joy to all who will listen.  
That, she decided, is the birds' only mission.*

*She told about the lake - its waves rolling and crashing,  
Sailboats and ski boats and jet skis flashing,  
Rowboats and johnboats and fishermen galore,  
Gathering crowds all along the shore*

*She told about the blue water that reflects  
The white cotton clouds as viewed from the decks  
Of houseboats anchored along the edge of the lake  
Or from the top of the dam where the Overlook makes*

*A perfect place to see...  
Rabbits and squirrels  
Beavers and bees  
Deep forests of green  
With sparkling streams  
Birds darting and dashing  
Waves rolling and crashing  
Houseboats and sailboats  
Ski boats and rowboats  
Reflections of clouds  
And gathering crowds  
Water that's blue  
All of this - awaiting you!*

*So visit a Corps lake when on your next trip.  
Look for a ranger who will give a few tips  
Of the resources waiting for you to explore  
Animals, lakes, forests and more!*



**Volunteer, Chris Dugger, anchors cedar tree fish shelters with concrete weights at Billy's Creek.**



**Volunteer, Jimmie Barbee, installs wooden stake beds at Billy's Creek.**

**Mississippi Lakes**—Continued from page 14.

beds using more than 3,000 cedar trees and 10,000 wooden stakes. At the conclusion of the morning activities at each location, the volunteers were served a hot lunch followed by drawings for door prizes. Two volunteers at Enid and Sardis lakes each went home with a 10-foot aluminum boat donated by one of the event's joint sponsors.

Since their construction, the Mississippi lakes have been magnets for anglers across the South and beyond. Local communities and area businesses have profited from the economic benefits associated with the sport of fishing.

Using natural resource management practices such as Habitat Day at Enid Lake, or Fish Habitat Day at Grenada Lake, or even Trees for Fish at Sardis Lake, local businesses will continue to experience economic benefits. Not only that, a sustainable and healthy fish population will be sustained not only for today, but for years to come. We would be remiss if we did not acknowledge the hundreds of volunteers who give their time and energy year after year to ensure proper habitat is available for fish to feed, spawn, and use for shelter; and let's not forget the many local businesses that provide support through their generous donations. Habitat Day has become a community effort where everyone is a winner! Hooah!

## HR News

### What the employee should know about NSPS

#### NSPS Goals:

##### RESULTS:

- To attract and retain top talent
- To promote high performance

##### FLEXIBILITY:

- To respond to mission changes
- To realign, reorganize, and shape the workforce
- To assign work
- To set pay

##### What NSPS does not change.

- Merit system principles, rules against prohibited personnel practices, whistleblower protection, Veterans' preference.
- Benefits (retirement, health, life, etc.)
- Anti-discrimination laws
- Fundamental due process
- Overseas entitlements
- Training
- Leave and work schedules
- The Fair Labor Standards Act

#### HR Design Highlights:

- Classification is designed to be simple and flexible. It is now a management responsibility.
- Compensation is designed to be market sensitive and performance based. There will be no change to special act incentive awards (i.e. On the Spot awards or Special Act awards).
- Performance management is Mission focused with a compensation cornerstone to encourage a high-performing workforce with pay increases tied to performance. Performance management will include conduct and professional demeanor.

#### Job objectives will be linked to mission.

- Staffing is designed to be streamlined to allow management to put the right person in the right place at the right time. Management has pay setting flexibilities and Veterans' preference rights will still be protected.

## Temporary revetment worker becomes 3rd mate on towboat

**C**ornelious Green began his career with the District in 1996, as a temporary revetment worker with the Mat Sinking Unit. Now, about 12 years later, he is a coast guard licensed mariner.

Green, a native of Mayersville, has also worked as a deckhand and deckhand leader aboard the Motor Vessel BENYAURD. "Because his ability to learn and relate what he had learned to others shone through, he was promoted to deckhand leader-man," Randy Young, master of the MV BENYAURD, stated.

He attended marine firefighting school, The River School, passed coast guard examinations, and obtained the 100 ton master's license and radar certifications.

Green, nicknamed "Bumpers", is a shining example of what can be accomplished when you exemplify determination, hard work, and the desire to get ahead," Young stated.

Green's duties include serving as 3rd mate aboard a large diesel-



**Cornelious Green aboard Motor Vessel SANDERFORD.**

powered towboat operating in the inland waters of the United States. He is assigned to a regular watch to perform and receive on-the-job training in the supervision of the operation, maintenance, and repair of deck equipment and machinery in support of the vessel operations.

He will supervise and work along with deckhands assigned to the watch shift, engaged in work assignments including making up and breaking up of tows; taking on fuel, inspecting, maintaining, repairing, and any other deck operation and maintenance functions that may be required or assigned.



**MV Sanderford**

## Crawford receives Black Engineer of the Year Award

Brian Crawford, computer engineer at Vicksburg District, recently received the 2008 Black Engineer of the Year Award, Modern-Day Technology leader, in Baltimore, Maryland. Career Communications Group Magazine hosted the conference.

The award recognizes young, up and coming minority engineers for their accomplishments in their field of occupation. Modern Day Technology leaders are men and women who demonstrate outstanding performance and will shape the course of engineering, science, and technology in the future.

Crawford began his career with the Vicksburg District in 2001 as a computer engineering intern. In his current position, he serves as

CAD Manager in the CAD/GIS Office of the engineering and construction division. His responsibilities include the administration, maintenance, research, and enhancement of all CAD related documentation, software, and systems for the District.

A Vicksburg native, he earned a Bachelor's Degree at Mississippi State University. He is a member of International Information Systems Security Certification Consortium. He was also inducted into the 2007 Class of Mississippi Valley Division Emerging Leaders.

Crawford is married to Candi (Perkins) Crawford, and they are the parents of one child. His parents are E. J. and Jean Crawford of Vicksburg.



**Brian Crawford**

## McNair Named Chief of Regulatory Branch

Michael F. McNair has recently been named chief of the regulatory branch of the operations division at the Vicksburg District.

In his new position, McNair will serve as program manager for the District's regulatory program and is responsible for executing an annual \$4 million budget. He will also be responsible for administering the Department of the Army's permit program in navigable waters of the United States, and in wetlands and other waters within the 66,000-square-mile area of the District. This includes areas of Arkansas, Louisiana and Mississippi. Regulatory branch is comprised of an interdisciplinary team of 30 professionals, who are responsible for regulating all work in navigable waters, and for regulating the discharge of dredged and fill material into rivers, lakes, bayous, wetlands, and other waters of the United States.

McNair began his career with the Vicksburg District at the Grenada Lake field office in 1977, and later moved to the head-

quarters office in 1979.

He worked in various positions in operations division where he served as project manager, and was later promoted to permit section chief in 1989.

He deployed to the Mississippi Gulf Coast in support of Task Force Hope Mississippi after Hurricane Katrina's destruction, where he served as NEPA specialist for the temporary public structures mission.

McNair is a graduate of Vicksburg High School. He earned a bachelor's of science degree in forestry from Mississippi State University.

He is a registered forester in the State of Mississippi, former chairman of the Combined Federal Campaign, and has twice received the Army Achievement Medal for Civilian Service.

He is married to Mary Leclair McNair from Augusta, Georgia, and together they have three children. He is the son of Pat McNair and the late Forrest McNair of Vicksburg.



**Michael F. McNair**

## Miller Deployed to Iraq

Michael P. Miller, environmental protection specialist from the Vicksburg District, is currently serving in Iraq at the Gulf Region North (GRN), Mosul Resident Office.

As project engineer, his assignment includes contributing to overseeing one of the biggest infrastructure programs since World War II, and the construction and rehabilitation of numerous water works, medical clinics, and transportation projects within northern Iraq. After

completion, these infrastructure projects will significantly change the face of Iraq and ultimately enhance the quality of life for millions of Iraqi citizens.

Miller began working for the Vicksburg District in 1988, and is assigned to the regulatory branch. He also served during Hurricane Katrina as a quality assurance supervisor, where he supervised more than 50 government and contract employees.

A native of Lake Wappapello, Missouri, he is the son of Jackie Sweatt of Lake Wappapello.



**Michael P. Miller**





Randy C. Young

## MOTOR VESSEL BENYAURD has new Master

Randy C. Young has recently been named Master of the MV BENYAURD at the Vicksburg District.

In his new position, Captain Young will be responsible for the daily operation of the MV BENYAURD, which has a crew of 25 people and performs a vital function for the District's revetment program.

As a member of Operations Division's Mat Sinking Unit, the BENYAURD works closely with the District's revet-

ment operations by towing mat, fuel, and miscellaneous barges. It is also responsible for moving the Mat Sinking Unit's quarter boats to the different locations that require articulated concrete mattress protection. During its off season, the motor vessel contributes greatly toward educating the community and students about the river.

Captain Young began his career with the Vicksburg District in June 1994 as steersman, and also served as Pilot and Assistant Master on the BENYAURD.

A native of Vicksburg and resident of Raymond, he is married to Martha Langston Young of Raymond, and they have three children and two grandchildren. He is the son of Mrs. Floy Young and the late Sammy Young of Vicksburg.

### Retiree Profiles:

## Jo Ann and Cooper Trevilion

BY JO ANN TREVILION, RETIREE

Cooper and I have been retired since January and February 2001, respectively. We did what most couples do when they retire: made a list of the things we needed or wanted to do. What is so amazing about that is, we still pull out the list every once in a while and are still astounded at how little has been done on that long list.

One of the things that we enjoy doing is taking several days a month and heading for Fairhope, Alabama. This is where our daughter Lauri, her husband Pree, and our grandson Cooper live. Cooper is 2 years old, and it is such a joy to show and teach him new things. Anybody who has grandchildren will tell you that there is nothing quite like it. There is quite a lot to do in that neck of the woods, and we keep ourselves very busy when we are there.

We also have a granddaughter, Candi, and her son—our great grandson—Hunter, here in Vicksburg. Hunter is 6 years old and in the first grade. We spend a lot of time with him after school and in the summer. We have been teaching him the won-

ders of the outdoors by taking him hunting and fishing. He has caught many bass, but has not managed a deer yet. Sometimes it is quite a chore to keep him quiet enough for a deer to come close enough.

One of his favorite places is Rocky Springs. We took him down there and spent the whole day wading and swimming in the creek and picnicking. Hunter and I also joined forces with my sister and her granddaughter and took a trip to Disney World. We had an absolutely wonderful time except for the heat. My advice would be not to go in July as we did.

We also bought a second-hand bass boat and have spent time just riding in the Yazoo Canal and Yazoo River, and over into Lake Centennial and others. The river is still in Cooper's blood. I guess it always will be. He spent his whole career, 37 years, all along the mighty Mississippi and tributaries doing many different jobs.

Something that really gives us pleasure is deer hunting together. In the last few years, we have both been lucky enough to take several nice bucks. This year I killed a six-point and an eight-point; last year Cooper killed a nice eight-point.

Our yard is almost an acre in size, and we spend a lot of time tending it. We recently built a board fence, with my son's help, and that is quite an undertaking we found out. Cooper and I are novices, but thank goodness George (Cooter) knew what to do. This summer we are going to attempt a swing set/fort. I have no idea what to call it, but the grandsons will have



Jo Ann and Cooper Trevilion

a great time with it I am sure.

On the back side of our lot we have five muscadine vines and last year we had a bumper crop. We picked more than 28 gallons, so the jelly cooking pot got quite a workout. We even made jelly for our daughter in Fairhope to give as Christmas presents; all of the extended family got a case of grape jelly for Christmas as well.

As you can tell by reading the lines above, most of our time is spent either with family or each other. It has been a true blessing to be able to spend as much time as we want to with all members of both our families. It's truly been great to slow down and strengthen ties with each other and our family. Cooper and I both highly recommend this season of our lives—retirement.

# Four-month deployment ends in 34 months tour

BY JOYCE BORUM  
BUDGET ANALYST, RESOURCE MANAGEMENT

*"I volunteered because I wanted to give, and in return, I received more than I could ever offer."*

As I pondered the proverbial question, "What am I here for?" I wondered, "When I am done living my life will I have contributed anything positive to this world?" This thought rattled around in my mind until one day, 24 June 2004, I received an email declaring an urgent requirement for resource management personnel in Iraq. I felt an overwhelming need to respond to this plea. I knew in my heart that this assignment was something I could do. Therefore, I volunteered to deploy for a 4-month tour.

After a week of processing at Ft. Bliss, Tex., I finally arrived in Baghdad, Iraq, on August 2, 2004. As an employee of the Gulf Region Division (GRD), I was assigned to the finance section of the Iraq Project and Contracting Office (PCO) located within the Green Zone.

The U.S. Government established PCO as a temporary agency responsible for administering the \$18.4 billion grant from the American people to the Iraqi people to support the reconstruction of Iraq's

infrastructure. PCO managed projects included providing electricity, improving the water system, cleaning the sewerage system, restoring the schools and hospitals, establishing the New Iraqi Army and



**Joyce Borum receives a farewell gift from her supervisor in Iraq, Milton Naumann**

training local law enforcement.

It did not take long for me to fall in love with my new multi-cultural surroundings; hence, I quickly arranged to extend my tour. What started as a 4-month tour ultimately became a 34-month tour. Through the Corps, I had the privilege of being part

of a remarkable endeavor. I continued working for PCO through May 2006, when GRD selected me for an internal review evaluator position. I remained with GRD until June 2007. Although my role as an accountant and internal review evaluator was only a small piece of the total mission and did not take me on adventures through the highways and byways of Iraq, this experience engraved many priceless memories within my heart.

Without a doubt, contributing to our mission in Iraq was fulfilling in itself. However, the people kept me there; I met many wonderful people from around the world, and I enjoyed various cultural experiences. Yet, the people of Iraq touched me the most. They are brilliant, compassionate, generous, and cheerful people who want to provide a better future for their families.

In spite of the daily dangers and constraints, the Iraqi people remain hopeful. The perseverance of my new Iraqi friends was inspiring. As Americans, we have much to be thankful for, yet so often we forget to be appreciative. I volunteered to work in Iraq because I felt a need to give, and in return, I received more than I could ever offer.

## VLDP 2007-2008

**Why should you apply to the Vicksburg District Leadership Development Program (VLDP)?**

- To enhance and develop leadership skills
- To contribute to the many existing leadership opportunities within the Corps
- To learn, understand, and participate in the regional operations of the Corps
- To share personal skills developed throughout your own working career
- To meet other Vicksburg District employees desiring to learn aspects of leadership and management
- To make new friends and become a well rounded future leader

The VLDP provides the opportunity to develop leadership and management skills through a wealth of information and exposure to supplemental professional skills. Becoming a participant is a "win-win" situation for you, your teams, and your supervisors.



**Back, left to right – Patricia Hemphill (VLDP Facilitator), Luke Benjamin, Joel Brown, Jacob Brister, Joey Windham, Jennifer Mallard, Matt Mallard, Aaron Matthews**  
**Front, left to right – Beverly Zeigler, Joyce Borum, Michelle Moore, Holly Porter, Amy Shultz, Tabitha Sims, Brandy Alexander**

## District Field Offices & Services

### U.S. Army Corps of Engineers, Vicksburg District

4155 E. Clay Street

Vicksburg, MS 39183

www.mvk.usace.army.mil

email: cemvk-pa@army.us.mil.

Lake Ouachita (501) 767-2101

Lake Greason (870) 285-2151

DeGray Lake (870) 246-5501

Sardis Lake (662) 563-4531

Arkabutla Lake (662) 562-6261

Enid Lake (662) 563-4571

Grenada Lake (662) 226-5911

Bayou Bodcau (318) 322-6391

JBj Waterway (318) 322-6391

Ouachita-Black Rivers (318) 322-6391

Golden Age Passports (601) 631-5287

Aerial Photography (601) 631-5709

Corps Wetland Permits (601) 631-5289

*Apply, ask questions, or report violations*

Contracting & Bids (601) 631-7706

*Vendors, status of bids, specs*

Community Support (601) 631-5223

*Tours, speakers, volunteers*

Historical Questions & Research (601) 634-7023

*Mississippi River History Center*

Real Estate Issues (601) 631-5220

*Corps impacts to your property*

Employment Questions (601) 631-5859

*Vacancies, status, qualifications*

Historical Photographs (601) 631-5020

Environmental (601) 631-5410

## Other Vicksburg Engineer/ Federal Organizations:

Mississippi Valley Division

(601) 634-5760

Engineer Research & Development  
Center

(601) 634-2504

412th Engineer Command

(601) 636-1686

168th Engineer Group

(601) 313-5290

Vicksburg National Military Park

(601) 636-0583

U. S. Coast Guard Cutter Kickapoo

(601) 636-8304

U. S. Fish & Wildlife Service

Ecological Services

(601) 629-6607

U. S. Army Recruiter

(601) 638-1203

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